



ABOVE: Gov. Thomas H. Kean, Commissioner John P. Sheridan Jr. and State Senator Walter A. Rand participated in ceremonies which marked the beginning of construction of the Route 55 Freeway in Deptford Township. RIGHT: Construction of a retaining wall is underway on I-78 in Berkeley Heights.



DOT awards \$162 million in contracts

Governor Thomas H. Kean and Commissioner John P. Sheridan Jr. announced that NJDOT awarded 84 contracts totalling \$162 million between January 4 when the road construction moratorium was lifted and the end of August.

The Governor and Commissioner also announced that bids on 11 additional contracts totalling \$23.5 million have been received and will be awarded by the end of October and that bids were received on seven projects in September.

A moratorium on awarding road construction contracts until the Department's fiscal situation was resolved was announced on November 21, 1982 and was lifted on January 4 when passage of tax programs at state and federal levels enabled the Department to proceed with work on critical projects.

"Some of these projects have the highest priority," stated Commissioner Sheridan, "and they not only will lead to safer and less congested highways in New Jersey, but also will provide jobs for many of our citizens."

Contracts for major projects that have been awarded this year and are now under construction include:

- Extension of the **Route 55 Freeway** 1.9 miles from the Route 42 Freeway to north of Cooper Street in Deptford Township, Gloucester County

(\$20.5 million).

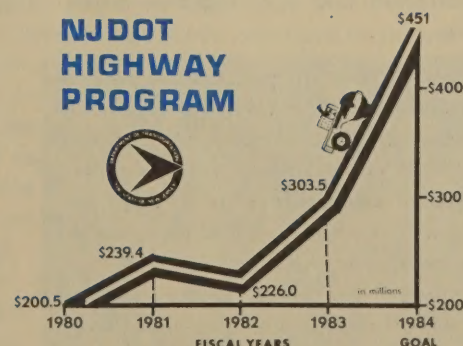
- Widening, resurfacing and drainage improvements on **Route 41** in Cherry Hill and Maple Shade Townships, Camden and Burlington Counties (\$5.1 million).

- Extension of **Interstate 295** a distance of 1.3 miles from north of Kuser Road to south of Arena Drive in Hamilton Township, Mercer County (\$16 million).

- Grading for **Interstate Route 78** from east of Glenside Road to west of Glenside Avenue in Berkeley Heights Township and Summit, Union County (\$12.7 million).

(continued on page 4)

NJDOT HIGHWAY PROGRAM



Lack of state match could dim gas tax hopes

In an article for the premier issue of the magazine, the *Bottom Line*, Commissioner John P. Sheridan Jr. describes the outlook for transportation in New Jersey as "the brightest it has been in decades."

But he went on to note that now, more than ever, the Department of Transportation needs a stable source of funding to provide the matching state funds required to obtain the millions of federal dollars available under the Surface Transportation Assistance Act of 1982.

The magazine published by Municipal Financial Officers' Association contains articles and features on the financial aspects of municipal government.

In his article, the Commissioner cites several factors as contributing to the optimistic outlook for transportation in New Jersey, chiefly in the area of improved financial support.

They include the additional millions of dollars available from the federal gas tax proceeds under the

Surface Transportation Assistance Act of 1982; the retention of the de-designation funds from Interstate 95 and other abandoned interstate projects; the potential use of independent toll road authorities' resources in a coordinated statewide transportation system; and the proposed restructuring of the operations of the Port Authority of New York and New Jersey for capital construction projects in the Port District.

Topping the series of favorable circumstances for New Jersey is the fact that Governor Thomas H. Kean has made transportation a priority of his administration's economic recovery program, the Commissioner said.

He noted that during the four-year life of the federal gas tax legislation New Jersey will be eligible for nearly \$2 billion in federal funds. But at least \$130 million a year in state funds to match all the available federal dollars

will be needed.

The Infrastructure Bank proposed by Governor Kean could provide a stable source of funding to assure the availability of state funds to match all the federal dollars, Sheridan said.

After providing matching funds required for federal dollars, he said, a portion of the capital raised through the bank's transportation revenue program would be available to counties and municipalities for local road projects.

"These funds would be used to finance programs now dependent on federal funds" Commissioner Sheridan said. "Removal of these projects from the federal program could eliminate many of the more onerous federal engineering, design and reporting requirements. This would result in a lower total project cost and less delay in completing these projects."

Gov. Kean signs legislation to aid airports

Governor Thomas Kean signed into the law the "Airport Safety Act of 1983" on July 11.

"This bill signals the start of a new and bright future for air commerce and airports in the state," Kean said.

The new law changes the focus of the DOT's Division of Aeronautics, provides financial assistance to public and private airports statewide and funds safety improvements and airport expansion. It will eliminate duplicative registration and licensing now being done.

MOBILITY is a publication of the New Jersey Department of Transportation, Division of Communications/Community Relations, to inform the general public about the Department and its activities. If you want to be on the mailing list, write to MOBILITY, Publications, New Jersey Department of Transportation, 1035 Parkway Ave., CN 600, Trenton, N.J. 08625.
OCTOBER 1983 Vol. 5, No. 1



NJ TRANSIT's first inflatable Jersey Cruiser billboard debuted this summer in Pennsauken. It's part of the agency's statewide marketing program aimed at increasing ridership in both rush and off-peak hours.

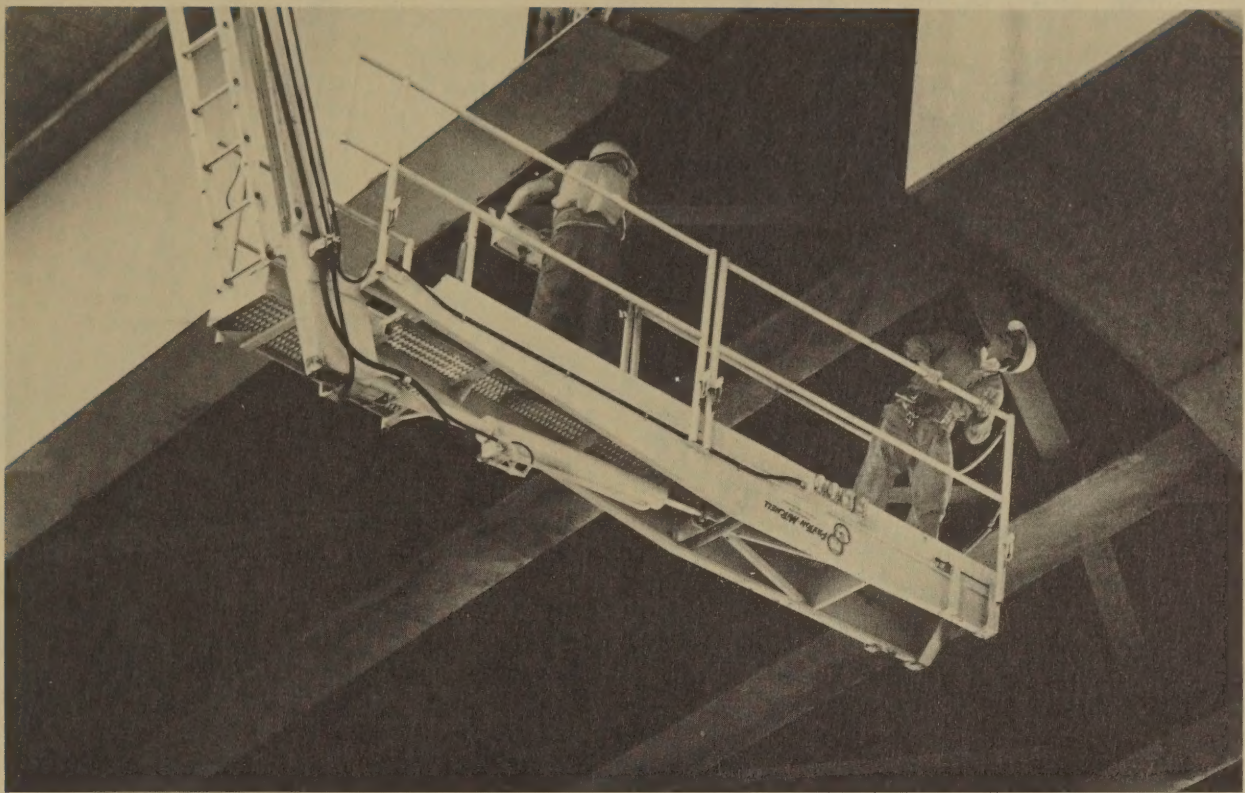
DOT encourages minorities, women

Commissioner John P. Sheridan Jr., outlined a program designed to assure maximum participation by Minority and Women Business Enterprises in projects contracted for by the Department.

The program calls for a minimum of 10% of all construction, professional services, and materials contracted for by the Department with federal funds to be awarded by Minority Business Enterprises (MBE).

At the same time, Sheridan established a minimum goal of 4% of this work to go to Women Business Enterprises.

"This program which we have submitted to the Federal Highway Administration (FHWA) in compliance the requirements of the federal Surface Transportation Assistance Act of 1982 illustrates the commitment Governor Kean, his administration and this Department have to equal opportunity."



Hoisted by the "Snooper", an NJDOT Maintenance crew made some repairs on the Brigantine Bridge on Route 87 in Atlantic City in August. The 11-year-old bridge had been routinely inspected by the Department's structural engineers in September 1982. How-

ever, in wake of Connecticut's I-95 bridge disaster in late June, similarly constructed bridges in New Jersey were reinspected by structural engineers who suggested corrections to maintenance.

Maintenance, inspections keep New Jersey's bridges safe

New Jersey bridges are safe.

That was the assurance that went out to travelers on state highways from the New Jersey Department of Transportation in the wake of the collapse of Connecticut's I-95 Mianus River Bridge last June 28.

Backing that assurance is an intensive maintenance and inspection program conducted by NJDOT, with the cooperation of local officials.

NJDOT employs 40 full-time structural bridge inspectors and relies on contracts with reputable engineering firms to assist with the constant round of bridge inspections statewide. By contrast in Connecticut only a dozen inspectors check the state's 3,500 bridges every two years.

DOT makes sure that each of the 2,400 of New Jersey's more than 6,000 bridges under its jurisdiction gets a thorough inspection every two or three years. Older bridges, or those which carry much larger traffic volumes, are usually inspected more frequently.

Among the factors which set New Jersey's inspection program apart from those of other states is the use of sophisticated equipment, such as "snoopers," which are mechanical lifts that enable inspectors to examine massive bridges at close range.

Another inspection practice that has proven advantageous for New Jersey is the hiring of inspectors with college degrees in civil engineering.

NJDOT is waiting for an answer from the Federal Highway Administration on its request to institute the varied cycle inspection system, which would allow less frequent checks of newer bridges that are deemed to be safer, and monitoring of "problem" overpasses every six months to a year.

Although some bridges on the state system are of a design similar to the I-95 bridge which failed in Connecticut, New Jersey's bridges generally have multiple girders supporting the deck so that similar tragedy here is unlikely.

Only two state bridges have collapsed in recent history, neither involving a personal injury. One, the Grassy Sound Bridge, a drawbridge in North Wildwood, lost a span in 1971 and has since been completely replaced. The other, the Mason Brick Arch over the Elizabeth River, partially collapsed in 1976, just two weeks before it was to be demolished.

There are 1,213 bridges classified as "structurally deficient," meaning they need to be repaired or replaced. To bring all the bridges in New

(continued on page 4)



I-80 rest stop opens in Knowlton

Tourists like this young New York family are now able to obtain Garden State information at the newest rest stop and tourist welcome center which opened recently on Interstate 80 in Knowlton.

Public, private officials study corridors

The Department's planning staff has been encouraging the participation of local governments and the private sector in studies of those corridors where intense development is in progress or anticipated in the near future.

The Route 1 Advisory Committee is composed of NJDOT representatives and local government and corporate officials from the municipalities and companies which line Route 1 between Trenton and New Brunswick.

The group will focus on those improvements to the roadway which will be of most benefit to both the private sector and the traveling public and which can be accomplished within existing fiscal constraints.

A similar study has begun in the Meadowlands area. This effort involves the New Jersey Sports and Exposition Authority, the Meadowlands Chamber of Commerce, the Hackensack Meadowlands Development Commission and NJDOT.

The New Jersey Turnpike Authority and the Port Authority of New York-

New Jersey have also been invited to participate in the study of ways to ease traffic problems on Route 3 between the Garden State Parkway and the Lincoln Tunnel. Part of the study will cover ways to encourage increased ridesharing and public transit use in the area.

**NEW JERSEY
DEPARTMENT OF TRANSPORTATION**
1035 PARKWAY AVENUE
CN 600
TRENTON, NEW JERSEY 08625

Contracts

(continued from page 1)

- Safety improvements on **Interstate Route 95** from the U.S. Route 46 interchange to Fletcher Avenue in Ridgely Park, Leonia, Fort Lee, Teaneck and Englewood, Bergen County (\$6.4 million).

The Department recently awarded a \$20.5 million contract for construction of a new **Route 130 Bridge** and its approaches over the Rancocas Creek in Delran, Delanco and Willingboro Townships, Burlington County. Work on this project should begin this Fall.

Bridges

(continued from page 3)

Jersey up to federal standards would cost an estimated \$806 million.

"Overheads" — bridges spanning railroad lines — are the weakest link in the state's bridge system, with an estimated 75 percent in such poor condition they qualify for federal replacement funds.

Approximately 300 overheads are over railroad rights-of-way. Most of the railroad bridges are old — some dating back to the turn of the century — and, because of the financial problems which plagued the railroads, badly in need of repair.

Bulk Rate U.S. Postage PAID Trenton, N.J. Permit No. 125
